



Utah Access Management: Public Involvement and Lessons Learned

12300 South Design Build Project

6th National Conference on Access Management

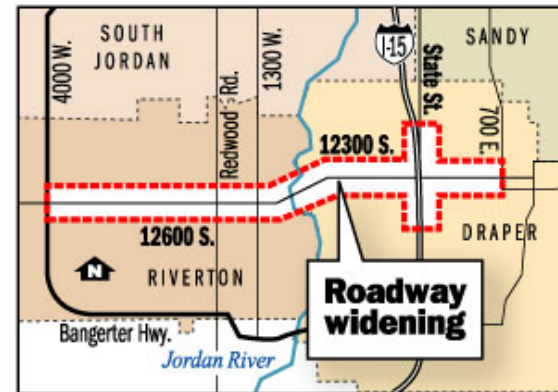
Tim Boschert, Utah Department of Transportation

Matt Riffkin, InterPlan Co.



Presentation Overview

- About 12300/12600 South Project
- About UDOT Access Management (AM) Program
- What Happened to a Logical Schedule
- What we Did to Make the Best of a Bad Schedule



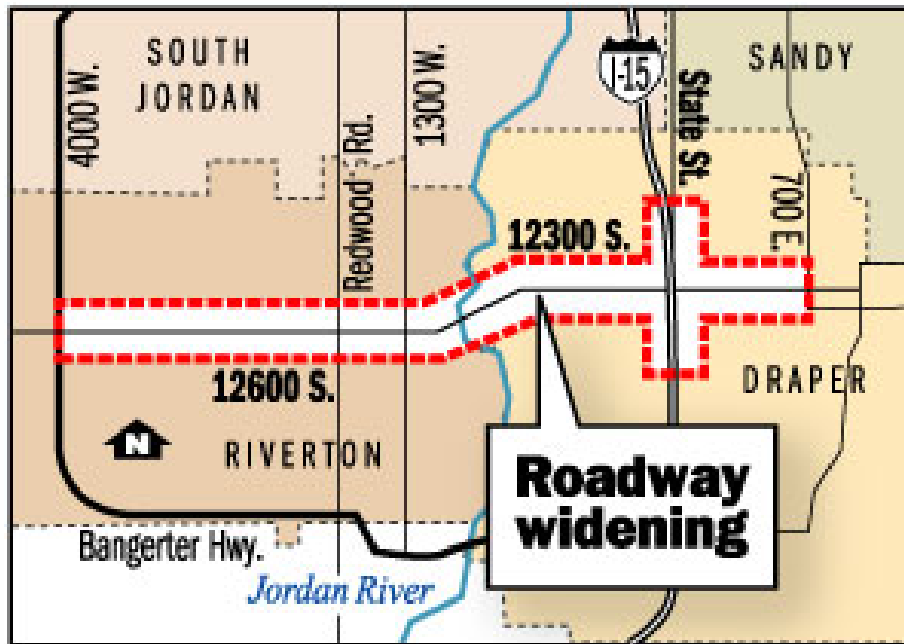
	Category	Minimum Signal Spacing (feet)	Minimum Street Spacing (feet)	Minimum Access Spacing (feet)	Minimum Interchange to Crossroad Access Spacing (feet)		
					to 1st R-in R-out A	to 1st Intersection B	from last R-in R-out C
	1 Interstate / Freeway	Freeway/Interstate Standards Apply					
	2 System Priority Rural	5,280	1,000	1,000	1,320	1,320	1,320
	3 System Priority Urban	2,640	No Un-Signalized Access Permitted		1,320	1,320	1,320
	4 Regional Rural	2,640	660	500	660	1,320	500
	5 Regional - Priority Urban	2,640	660	350	660	1,320	500
	6 Regional Urban	1,320	350	200	500	1,320	500
	7 Community Rural	1,320	300	150	Not Applicable		
	8 Community Urban	1,320	300	150			
	9 Other	1,320	300	150			



Project Location

SR-71 (12300/12600 South)

12300 / 12600 South



Southeast Salt Lake Valley, Utah

State highway SR-71, a west to east two lane arterial facility located in the southeast corner of the Salt Lake Valley, Utah. SR-71 passes through the incorporated cities of Riverton City and Draper City.

Project termini defined at Bangerter Highway (4000 W. Riverton) to 700 East (Draper).

Project Stakeholders

SR-71 (12300/12600 South)

12300 South Project Team



Utah Department of Transportation

UDOT – project design and construction management



H.W. Lochner – roadway design and ROW acquisition



InterPlan Co. – transportation modeling and planning



Municipal Entities

Riverton City
Draper City



Utah Access Management
Public Involvement Lessons Learned





12300/12600 South Corridor: Bangerter Hwy to 700 East



- ✓ Design-build roadway project, \$65 million, 6.2 miles
- ✓ Widen to four lane cross section
 - Urban design with center median, Class II bike
- ✓ Interchange reconstruction (SPUI) I-15 @ 12300 So.
- ✓ Replace Jordan River bridge
- ✓ Upgrade UP Railroad crossing to grade-separated
- ✓ Improve intersections; turn lanes & signal upgrades
- ✓ Access Control; raised median, access consolidation
- ✓ Accommodate bus service pull-outs
- ✓ Construct two pedestrian bridges over corridor



Corridor Overview: Varied / Complex Adjacent Land Uses

12300 / 12600 SOUTH PROJECT MAP

NEIGHBORHOOD GROUPS / WORKSHOPS

Bangerter Highway
to 3200 West

3200 West to Redwood Road

Redwood Road to
Jordan River

Jordan River to
Galena Park Drive

Galena Park Drive
to Factory Outlet Drive

Factory Outlet Drive
to 700 East



CONSTRUCTION SCHEDULE

Bangerter Highway to 1300 West
Spring 2004 - Fall 2004

1300 West to 265 West
Spring 2003 - Fall 2003

265 West to
Factory Outlet Dr.
Fall 2002 -
Summer 2004

Factory Outlet Dr.
to 700 East
Spring 2003 - Fall 2003

LEGEND

- Upgraded Signalized Intersections
- X Canal Crossings
- X Elevated Railroad Crossing

- Commercial Interests Near I-15
- Residential Interests between 2200 West and 3600 West

ADDITIONAL CONSTRUCTION

- Construct New I-15 interchange -
Fall 2002 - Summer 2004
- UPRR Structure -
Winter 2002 - Summer 2004
- Canal Construction Schedule -
Winter 2002 - Spring 2004



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Public Involvement Lessons Learned



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Original Project Schedule

Initial Project Schedule (Design-Bid-Build)

- **Environmental Clearance** **1999-2001**
- **Design / ROW Acquisition** **2002-2004**
- **Phase 1 Construction** **2005-2008**
 - (I-15 Interchange, Railroad bridge, Redwood Road intersection)
- **Remaining Construction** **2009-2015**



Public Involvement:

Project Schedule and Outreach Meetings

Revised Design-Build Outreach Schedule

- Project Award to Consultant July 2002
- City Council Project Updates Aug. 2002
- Outreach meetings Sept.- Nov. 2002
 - CCC, Neighborhood & Open House
- Construction Begins Oct. 2002- Dec. 2004
 - Monthly CCC Meetings

UDOT Access Management Program Program Development

1999-2002: Rule 930-6 Revision

Internal Meetings held with Permit Officers, Traffic Engineers, Peer Group and Department Senior Staff to develop and coordinate the development of the Manual for Accommodation...Ch.7: State Highway Access Management.

- **Permit Application & Review Process (including Appeal)**
- **Access Categories & Category Standards**
- **Assignment of Access Categories (mapping),**
- **Inventory (Written Assignment of Categories)**
- **Fee Schedule (Pending 7/1/04)**
- **Permit Form & Form Letters**

2002-2003 User Group Information and Education

- Outreach on Rule Update and Rule Making process, Final Comment

2003 September Rule Update



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Public Involvement Lessons Learned



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UDOT Access Management Program

Access Category Assignment

ACCESS CATEGORY ASSIGNMENT

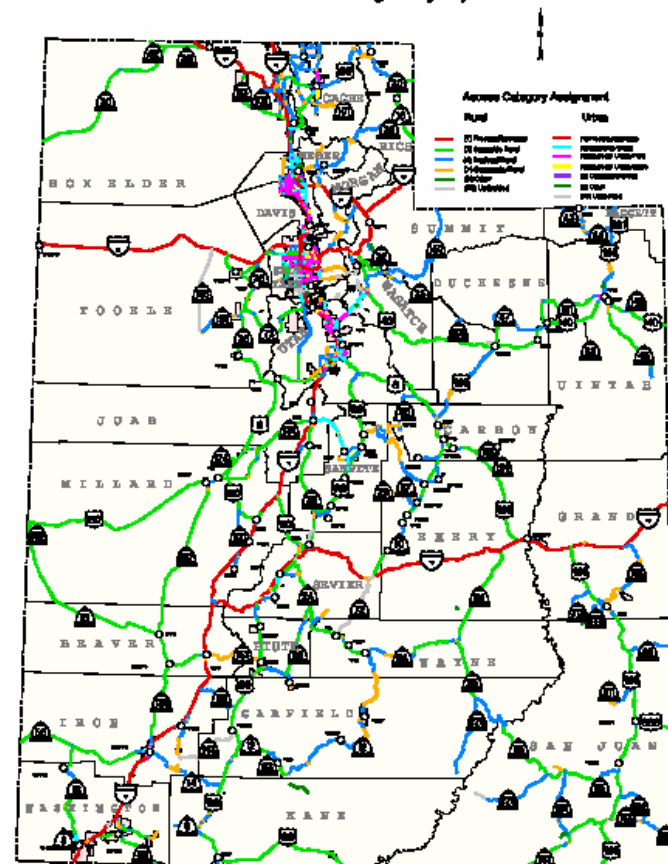
(9) Categories

Spacing recommendations for

- Street
- Unsignalized street
- Driveway
- Interchange approaches

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	4	Regional Rural	2,840	880	500	660	1,320	500
	5	Regional - Priority Urban	2,840	880	350	660	1,320	500
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State of Utah Highway System



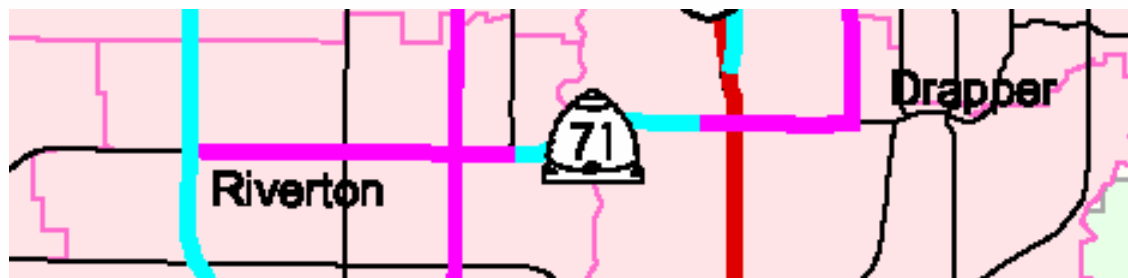
UDOT Access Management Program

Access Category Standards

State Highway Access Management Standards

Category		Minimum Signal Spacing (feet)	Minimum Street Spacing (feet)	Minimum Access Spacing (feet)	Minimum Interchange to Crossroad Access Spacing (feet)		
					to 1 st R-in R-out	to 1 st Intersection	from last R-in R-out
					A	B	C
1	I	Freeway/Interstate Standards Apply					
2	S-R	5,280	1,000	1,000	1,320	1,320	1,320
3	S-U	2,640	No Un-signalized Access Permitted		1,320	1,320	1,320
4	R-R	2,640	660	500	660	1,320	500
5	R-UP	2,640	660	350	660	1,320	500
6	R-U	1,320	350	200	500	1,320	500
7	C-R	1,320	300	150	Not Applicable		
8	C-U	1,320	300	150			
9	O	1,320	300	150			

12300/12600 South (SR-71) Corridor: Access Category 3 & 5



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Public Involvement: Original Schedule

12300 South Project

Timeline Schedule

A.M. Program

- Environmental

2000

- Consultant Study

2001

- Draft Standards

- Design

2002

- AM Categories and Rules

- ROW

2003

- Flexible Application

2004

- Construction

- Modify Rules

2005



Utah Access Management
Public Involvement Lessons Learned



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Public Involvement:

12300 South Project vs. A.M. Program Implementation

- ❖ 12300 South Accelerated due to Public Comment
- ❖ 12300 South Shifted to Design-Build
- ❖ AM Program took Time to Get Admin. Buy-in
- ❖ Ready-Fire-Aim Schedule

Public Involvement:

12300 South Project vs. A.M. Program Implementation

<u>12300 South Project</u>	<u>Timeline Schedule</u>	<u>A.M. Program</u>
<ul style="list-style-type: none">• Project Award• City Council Project Updates• Outreach meetings<ul style="list-style-type: none">– CCC– Neighborhood– Open House• Construction Begins<ul style="list-style-type: none">– Monthly CCC meetings	<ul style="list-style-type: none">• July 2002• Aug. 2002• Sept.- Nov. 2002• Oct. 2002- Dec. 2004	<ul style="list-style-type: none">• Final Category Standards• Initial Category Assignment (Mapping)• Internal UDOT meetings• Spring/Summer 2003<ul style="list-style-type: none">– Dept. Buy-in to Program• Administrative Rule<ul style="list-style-type: none">– Sept. 2003



Public Involvement:

12300 South Project vs. A.M. Program Implementation

- ❖ UDOT Access Program - Standards and Category Assignment were finalized concurrently as the 12300/12600 South project was in Design-Build.
- ❖ Median placement and access locations became emotional and political issues.
- ❖ UDOT had no median rule or policy.
- ❖ UDOT tried to implement the new access standards.
- ❖ The 12300/12600 South project and political intervention began to lead UDOT Policy Development for median placement and access consolidation.



Utah Access Management
Public Involvement Lessons Learned



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Project & Program Recovery Strategy

- ✓ Small area corridor meetings for education and consensus building
- ✓ Incremental Decision Making – listen first / decide later
- ✓ Bargain with cities for corridor level solutions
- ✓ Seek Win-Win at site specific locations

Public Involvement: Identify Elements of Public Concern

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Bangerter Highway
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LEGEND

- Upgraded Signalized Intersections
- X Canal Crossings
- X Elevated Railroad Crossing

2 Community Coordination Committees (CCC)
6 Neighborhood Community Groups

ADDITIONAL CONSTRUCTION

- Construct New I-15 interchange -
Fall 2002 - Summer 2004
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Public Involvement Lessons Learned

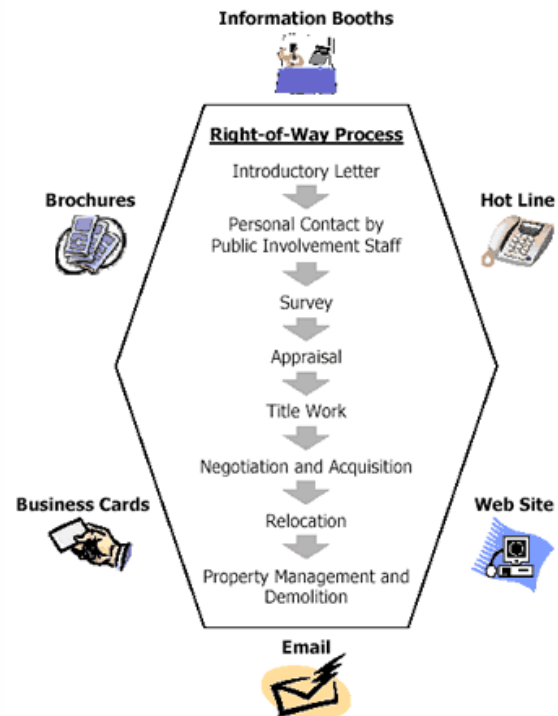


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Public Involvement: Identified Elements of Public Concern

- Landscaping
- Roadway Design
- Right-of-Way
- Access Issues

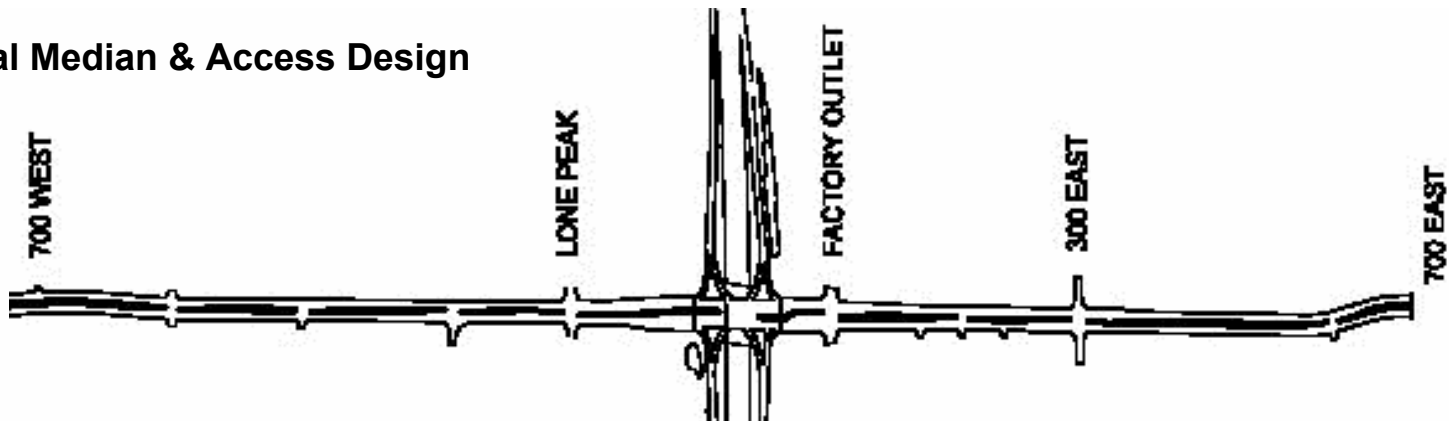
Project scope included right-of-way acquisition team developed to expedite ROW and access issues prior to construction.



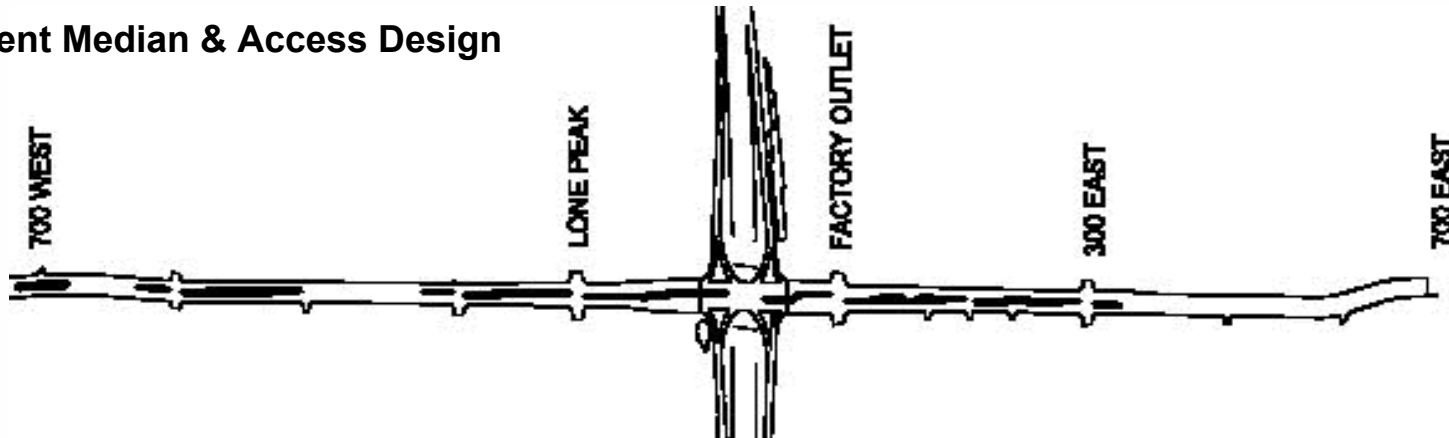
Public Involvement:

12300 South Project vs. A.M. Program Implementation

Initial Median & Access Design



Current Median & Access Design



Lessons Learned

12300/12600 South Project

Utah Access Management Program



Listen Before Teaching

- We learned that people did not listen to our answer until we listened to their questions and concerns.



Identify and Communicate the Important Issues

- Ideas and direction can be lost if not communicated clearly and in a timely manner.



Compromise and Seek Solutions

- Recognize the need for reconsideration and balance with any benefits gained.



Stay on the Right Road

- Stay focused and avoid petty distractions

